

## CLAIMS

1. A valve train for an internal combustion engine,  
comprising:

a valve operating cam rotating around a rotational  
5 center line in synchronism with a rotation of the engine;  
an engine valve including at least one of an inlet  
valve and an exhaust valve;

a transmission mechanism for transmitting a valve  
drive force of the valve operating cam to the engine  
10 valve so as to operate the engine valve in opening and  
closing states, the transmission mechanism including:

a primary oscillating member having an abutment  
portion which abuts with the valve operating cam, and  
oscillating about a primary oscillating center line by  
15 the valve operating cam;

a secondary oscillating member having a valve  
abutment portion which abuts with the engine valve,  
transmitting the valve drive force via the primary  
oscillating member to the engine valve, and oscillating  
20 about a secondary oscillating center line;

a holder supporting the primary and secondary  
oscillating members in an oscillatory fashion so that the  
primary and secondary oscillating center lines rotate  
together therewith, and oscillating about a holder  
25 oscillating center line which is different from the

rotational center line of the valve operating cam;

a drive mechanism for driving the holder so as to control valve properties including opening and closing timings and maximum lift amount of the engine valve in accordance with an oscillating position of the holder;

wherein as the oscillating position of the holder approaches a predetermined position where a valve operating property where a maximum lift amount becomes maximum is obtained, a cam abutment position where a cam lobe portion of the valve operating cam and the cam abutment portion abut with each other approaches a specific straight line which passes through the holder oscillating center line and the rotational center line.

2. The valve train for the internal combustion engine as set forth in Claim 1, wherein the valve abutment portion having a valve abutment surface which abuts with the engine valve is provided at a position which intersects with the holder oscillating center line.

3. The valve train for the internal combustion engine as set forth in Claim 1, wherein the valve abutment portion abuts with a valve shaft of the engine valve,

the holder oscillating center line is disposed on an extension of the valve shaft which extends along an axis

of the valve shaft, and

when the cam abutment position is situated at an apex of the cam lobe portion, the cam abutment position is situated on the specific straight line.

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4. The valve train for the internal combustion engine as set forth in Claim 1, wherein the valve abutment portion abuts with a valve shaft of the engine valve,

the holder oscillating center line is disposed on an  
10 extension of the valve shaft which extends along an axis of the valve shaft, and

the cam abutment portion is disposed such that the cam abutment position is capable of being situated on the specific straight line which passes through the holder  
15 oscillating center line and the rotational center line.